# VFR TERMINAL AREA CHART
# SEATTLE/PORTLAND

SEATTLE FLYWAY

SEATTLE/ PORTLAND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

## AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

## ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected

Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

## AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Pattern in Runways with Right Traffic Patterns (public use) ★ RP Special conditions exist - see Supplement.

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

Ⓦ - Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AA)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS NO SVFR FAR 91 — Location Identifier

[NAME] NAM (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ Ⓒ ATIS 123.8 UNICOM

285 L 72 122.95

RP 23, 34

VFR Advsy 125.0

AOE — Airport of Entry

## AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

CLASS G

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

4500 MSL

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways and RNAV Q Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

T327 — 169 — Total mileage between NAVAIDs on direct Airways

T319 — TK313 (Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alerts Areas do not extend into Class A, B, C, and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

National Defense Airspace

Temporary Flight Restriction Area

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

## COMMUNICATION BOXES

122.6 — OAKDALE — 382* 256.8 OAK

123.6 — HOMER HOM

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

A - ASOS/AWOS

W - Weather Camera

122.1R — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

FSS radio providing voice communication

## RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VOR-DME

VORTAC

DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

## OBSTRUCTIONS

1000 ft and higher AGL

Above 200 ft.& below 1000 ft AGL (above 299 ft AGL in urban area)

Wind Turbine

Wind Turbine Farm

Group Obstruction

2894 UC

Elevation of the top above mean sea level

Height above ground

2049 (1149)

Under construction or reported; position and elevation unverified

UC

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

## MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM

Intermittent TFR stadium (within 3 NM, up to & incl 3000' AGL)

Marine Light

VFR Waypoints

Space Launch Activity Area

Isogonic Line (2025 VALUE)

VPXYZ

NAME (VPXYZ)

## TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower

616 (Elevation Base of Tower)

11623 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

# SEATTLE CLASS B AIRSPACE

See back of this chart for procedural information within the Seattle Class B Airspace

## EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL

30 - - - Floor in hundreds of feet MSL

# SEATTLE/PORTLAND TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

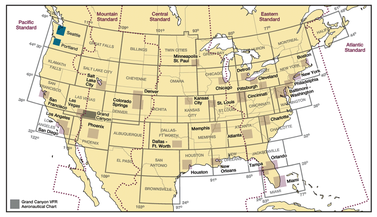
EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TSEA

NSN 7641014100126

NGA REF. NO. VFRTASEATTLE

EFF. DATE 26078

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REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ato/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

**Lambert Conformal Conic Projection Standard Parallels 33° and 45°**
**Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)**

Entire area of this chart is within the Pacific Standard Time Zone +8 (+7 DT) = UTC.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

GROUND ELEVATIONS in FEET

14410 GLACIER 12000 11000 10000 9000 7000 5000 3000 2000 1000 Sea Level

CONTOUR INTERVAL 200' AND 500' CHANGING ON THE 500' INTERVAL

JEFFERSON COUNTY INTL (0S9) AWOS-3P 119.025 118 °L 30 I 23.0 RP 5 AOE

CTC SEATTLE APP RWYS 16 125.9 OR 290.9

CTC SEATTLE APP ON 120.1 OR 290.9

CTC SEATTLE APP ON 120.5 OR 377.15

CTC SEATTLE APP ON 119.2 OR 284.7

CHINOOK A MOA

CTC SEATTLE APP RWYS 34 120.4 OR 269.125 RWYS 34 128.5 OR 309.9 RWYS 16 128.5 OR 309.9

SEATTLE CLASS B

SEATTLE PAINE FLD INTL (PAE) CT - 120.2 ▪ 132.95 ▪ ATIS 128.65 607 °L 90 122.95 RP 16R, 34R

VOR-DME PAINE 118.8 ▪ 43 PAE

BOEING FLD/KING COUNTY INTL VFR-TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC BFI TOWER SEE REVERSE FOR DETAILS

BOEING FLD/KING COUNTY INTL (BFI) CT - 128.8 ATIS 124.2 ▪ 22 °L 100 ▪ 122.7 RP 13R

CAUTION HIGH DENSITY TURBOJET ACTIVITY IN ELLIOTT BAY

CAUTION INTENSIVE PILOT TRAINING AREA/ CTC NE PRACTICE AREA ON 122.75

BOEING FLD/KING COUNTY INTL (BFI) VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC BFI TOWER SEE REVERSE FOR DETAILS

CAUTION INTENSIVE PILOT TRAINING AREA/ CTC SE PRACTICE AREA ON 122.75

CTC SEATTLE APP ON 119.2 OR 284.7

CTC SEATTLE APP ON 125.9 OR 290.9 RWYS 16 119.2 OR 284.7

NOTICE FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT AT AND BELOW 2900' MSL IN THIS AREA

NOTICE FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT AT AND BELOW 1900' MSL IN THIS AREA

See NOTAMs/Supplement for Class D arpts

See NOTAMs/Supplement for Class E (sfc) arpts

See NOTAMs/Supplement for Class D arpts

SEAHAWK TRANSITION (SEA-RWYS 16 IN USE) 1500' MSL/TO 2500' MSL AS ASSIGNED BY ATC CROSS THRESHOLD OF RWY 16C

MARINER TRANSITION (SEARWYS 34 IN USE) 1500' MSL TO 2500' MSL AS ASSIGNED BY ATC CROSS THRESHOLD OF RWY 34C

VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SEATTLE TOWER ON 120.95

RAINIER 1&2 MOAS EXCLUDED WHEN R-6703A, B, C, D, E, F, G, H, J, K ARE ACTIVE

EXCLUDES CLASS D AT AND BELOW 1000 MSL

RAINIER 1 MOA

RAINIER 2 MOA

Magnetic disturbance of as much as 4° exists at ground level between Maple Valley and Cedar Grove.

ALPINE LAKES WILDERNESS AREA

GLACIER PEAK WILDERNESS AREA

MOUNT RAINIER NATIONAL PARK

GLACIER VIEW WILDERNESS AREA

CLEARWATER WILDERNESS AREA

OLYMPIC NATIONAL PARK

BUCKHORN WILDERNESS AREA

THE BROTHERS WILDERNESS AREA

WILD SKY WILDERNESS

MODE C & ADS-B OUT 30 NM

0 NAUTICAL MILES 5 10 15 20 25 30 35 40 45 50 55

0 STATUTE MILES 5 10 15 20 25 30 35 40 45 50 55 60

0 KILOMETERS 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

SEATTLE

## CONTROL TOWER FREQUENCIES ON SEATTLE TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

*NON-FR* indicates Monday through Friday.

O/T indicates other times.

| CONTROL TOWER | OPERATES | TOWER | GND CON | ATIS | ASR/PAR |
|---|---|---|---|---|---|
| BOEING FLD/KING COUNTY INTL | CONTINUOUS | 118.3 (RWY 14L/32R 120.6 (RWY 14R/32L) 257.8 | 121.9 | 127.75 | |
| GRAY AAF (JOINT BASE LEWIS-MCCHORD) | CONTINUOUS | 119.325 256.8 | 121.9 290.2 | 124.65 306.2 | PAR |
| MCCHORD FIELD (JOINT BASE LEWIS-MCCHORD) | CONTINUOUS MON-FRI | 124.8 269.3 | 118.175 379.65 | 135.825 270.1 | |
| OLYMPIA RGNL | 0800-2000 | 124.4 254.25 | 121.6 | 135.725 | |
| RENTON MUNI | 0700-2000 OCT-APR 0700-2100 MAY-SEP | 124.7 256.9 | 121.6 256.9 | 126.95 | |
| SEATTLE-TACOMA INTL | CONTINUOUS | 119.9 239.3 (RWYS 16L/34R, 16C/34C) 120.95 339.3 (RWYS 16R/34L) | 121.7 | 118.0 | |
| SEATTLE PAINE FLD INTL | 0700-2100 | 120.2 (RWY 16L/34R) 132.95 (RWY 16R/34L) 256.7 | 121.8 339.8 | 128.65 | |
| TACOMA NARROWS | 0800-2000 | 118.5 253.5 | 121.8 | 124.05 | |

## CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| SEATTLE CLASS B | 119.2 284.2 (SEA RWYS 16 039°-160°; SEA RWYS 34 217°-277°) | CONTINUOUS |
| | 120.1 290.9 (SEA RWYS 16 039°-289°; SEA RWYS 34 223°-301°) | |
| | 120.4 269.125 (SEA RWYS 34 301°-340°) | |
| | 125.9 290.9 (SEA RWYS 34 060°-223°; SEA RWYS 16 289°-039°) | |
| | 126.5 377.15 (SEA RWYS 16 161°-222°; SEA RWYS 34 341°-222°) | |
| | 128.5 306.9 (SEA RWYS 16 316°-027°; SEA RWYS 34 302°-0161) | |

## SPECIAL USE AIRSPACE ON SEATTLE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local(L). "TO" on altitude means "To and including."

FL = Flight Level

NO A/G = No air to ground communications.

Contact Flight Service for information.

† Other times by NOTAM. NOTAM = Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

### U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

| NUMBER | ALTITUDE | TIME OF USE | CONTROLLING AGENCY/ CONTACT FACILITY | FREQUENCIES |
|---|---|---|---|---|
| P-51 | TO BUT NOT INCL 2500 | CONTINUOUS | NO A/G | |
| R-6703 A, B, TO C, D, E | 14,000 | 0700-2300 MON-FRI †2 HRS IN ADVANCE | SEATTLE TRACON | |
| R-6703 F, G, H, I, J | TO 5000 | 0700-2300 MON-FRI †2 HRS IN ADVANCE | SEATTLE TRACON | |

| MOA NAME | ALTITUDE* | TIME OF USE† | CONTROLLING AGENCY/ CONTACT FACILITY | FREQUENCIES |
|---|---|---|---|---|
| CHINOOK A, B | 300 TO 5000 | INTERMITTENT 2 HRS IN ADVANCE, BY NOTAM. SR-SS | WHIDBEY ISLAND NAS APP | 118.2 285.65 |
| RAINIER 1, 2 | 2000 TO 9000 | INTERMITTENT BY NOTAM. | SEATTLE TRACON | |

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart. †Other times by DoD NOTAM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet . . . . . 12⁵

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

. . . . . Boundary of Agency Areas

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

For weather camera information visit https://weathercams.faa.gov

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

SEATTLE FLYWAY

# VFR TERMINAL AREA CHART
# SEATTLE/PORTLAND

SEATTLE/ PORTLAND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

## AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

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## ADDITIONAL AIRPORT INFORMATION

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Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected

Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

## AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

Runways with Right Traffic Patterns (public use)

*RP Special conditions exist - see Supplement.

FSS

NO SVFR

FAR 91

NAME (NAM) (PNAM) — Location Identifier — ICAO

CT - 118.3 * C WX ATIS 123.8 — Location Indicator shown outside contiguous U.S.

285 L 72 122.95

RP 23, 34

VFR Advsy 125.0 — UNICOM

AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

C - Follows the Common Traffic Advisory Frequency (CTAF)

WX - Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

## AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° → V 69

Total mileage between NAVAIDs on direct Airways — 169

T 319 — TK 313 (Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

National Defense Airspace Temporary Flight Restriction Area

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

## COMMUNICATION BOXES

122.6 — 123.6

OAKDALE

362* 336.6 OAK

123.6

HOMER HOM

Underline indicates no voice on frequency.

- Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

A - ASOS/AWOS

WX - Weather Camera

R - Receive only

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

122.1R — MIAMI

FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

## RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VOR-DME

DME

VORTAC

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB)

NDB - DME

## OBSTRUCTIONS

(may be lit or unlit)

1000 ft and higher AGL

Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)

Wind Turbine

Wind Turbine Farm

Group Obstruction

2894 UC

Elevation of the top above mean sea level — 2049

Height above ground — (1149)

Under construction or reported: position and elevation unverified — UC

NOTICE: Guy wires may extend outward from structures.

Obstruction with high-intensity lights; may operate part-time

## MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM

Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Marine Light

VPXYZ — VFR Waypoints

Space Launch Activity Area

−1°E− Isogonic Line (2025 VALUE)

NAME (VPXYZ)

## TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower

618 (Elevation Base of Tower)

Mountain Pass

11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

# SEATTLE/PORTLAND TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

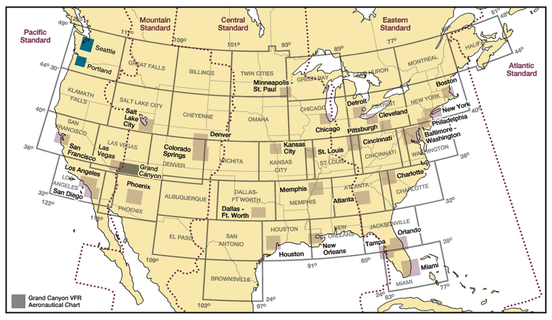
TM

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TSEA

NSN 7641014100126

NGA REF. NO. VFRTASEATTLE

EFF. DATE 26078

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### REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

**Lambert Conformal Conic Projection Standard Parallels 33° and 45°**
**Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)**

Entire area of this chart is within the Pacific Standard Time Zone +8 (+7 DT) = UTC.

### CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

## VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN AND AROUND THE PORTLAND CLASS C AIRSPACE. THESE ROUTES ARE DEPICTED TO AID VFR PILOTS TO SAFELY OPERATE AND TRANSITION THE PORTLAND AIRSPACE. PILOTS ARE REQUIRED TO CTC THE APPROPRIATE ATC FACILITY PRIOR TO ENTERING CLASS C OR D AIRSPACE WHILE OPERATING ON VFR TRANSITION ROUTES. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE THE CLASS C AIRSPACE. IT IS RECOMMENDED TO REQUEST VFR FLIGHT FOLLOWING WHILE OPERATING ON THESE ROUTES. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME, AND DIRECTION OF FLIGHT. PILOTS ARE RESPONSIBLE FOR THEIR OWN TERRAIN AND OBSTACLE SEPARATION WHEN OPERATING ON THE TRANSITION ROUTES.

VFR TRANSITION ROUTE

### ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet . . . . . 125

### REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

### NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

For weather camera information visit https://weathercams.faa.gov

### REGULATORY NOTICES
### PEARSON FIELD AIRPORT
### SPECIAL RULE AREA FAR PART 93

Special air traffic rules and communications requirements are in effect for persons operating below 1100 feet MSL within the lateral boundary of the Special Flight Rules Area (SFRA) depicted for Pearson Field, Vancouver, WA.

Unless otherwise authorized by ATC, obtain the Pearson Field weather and establish two-way radio communications with Pearson Advisory on the common traffic advisory frequency (CTAF) prior to entering the SFRA, or taxiing onto the runway at Pearson Field Airport.

If two-way radio communications failure occurs in flight, a person may operate an aircraft within the SFRA, and land; if weather conditions are at or above basic VFR weather minimums; or if operating under IFR in compliance with § 91.185.

Unless otherwise authorized by ATC, persons operating an aircraft within the SFRA must; maintain an altitude at or below 700 feet above mean sea level when operating over the extended centerline of Pearson Field Runway 8/26; remain outside Portland Class C Airspace; and make a right traffic pattern when operating to/from Pearson Field Runway 26.

## PORTLAND TERMINAL AREA CHART

### EXAMPLES OF CLASS C ALTITUDES

70 - - - Ceiling in hundreds of feet MSL

30 - - - Floor in hundreds of feet MSL

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

### MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

### CONTROL TOWER FREQUENCIES ON PORTLAND TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below.ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

| CONTROL TOWER | OPERATES | TOWER | GND CON | ATIS | ASR/PAR |
|---|---|---|---|---|---|
| AURORA STATE | 0700-2000 | 120.35 | 119.15 | 118.525 | |
| PORTLAND-HILLSBORO | 0600-2200 | 119.3 239.3 | 121.7 | 127.65 | |
| PORTLAND INTL | CONTINUOUS | 118.7 257.8 (RWY 10L/28R) 123.775 251.125 (RWYS 3/21 & 10R/28L) | 121.9 348.6 | 128.35 269.9 | |
| PORTLAND-TROUTDALE | 0700-2200 | 120.9 254.3 | 121.8 | 135.625 | |

### CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| PORTLAND CLASS C | 118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°) | CONTINUOUS |

# VFR FLYWAY PLANNING CHART

## SEATTLE

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

**AIRPORTS**
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

**RADIO AIDS TO NAVIGATION**
VOR DLG 138.8
NDB DCW 262
VORTAC PPS 121.8
NDB-DME RMW 320
VOR-DME KIP 110.7
DME PVU CH 21 (108.4)

**AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION**

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class B/C Surface Area
- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- IFR Departure Routes
- IFR Arrival Routes
- IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 / 30 — Ceiling in hundreds of feet MSL / Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 | 6700

**OBSTRUCTIONS (Selected)** (may be lit or unlit) 2049

**MISCELLANEOUS** Navigation Reference Point (N39° 56.32' W120° 36.91')

**TOPOGRAPHIC INFORMATION** 12256 Mountain Top or Peak and Spot Elevation

### VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE SEATTLE CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM SEATTLE APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT SEATTLE VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SEATTLE AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

### CAUTION

THE ENTIRE SEATTLE AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

SEATTLE CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Seattle Class B Airspace must be operated in accordance with ATC clearances and instructions.

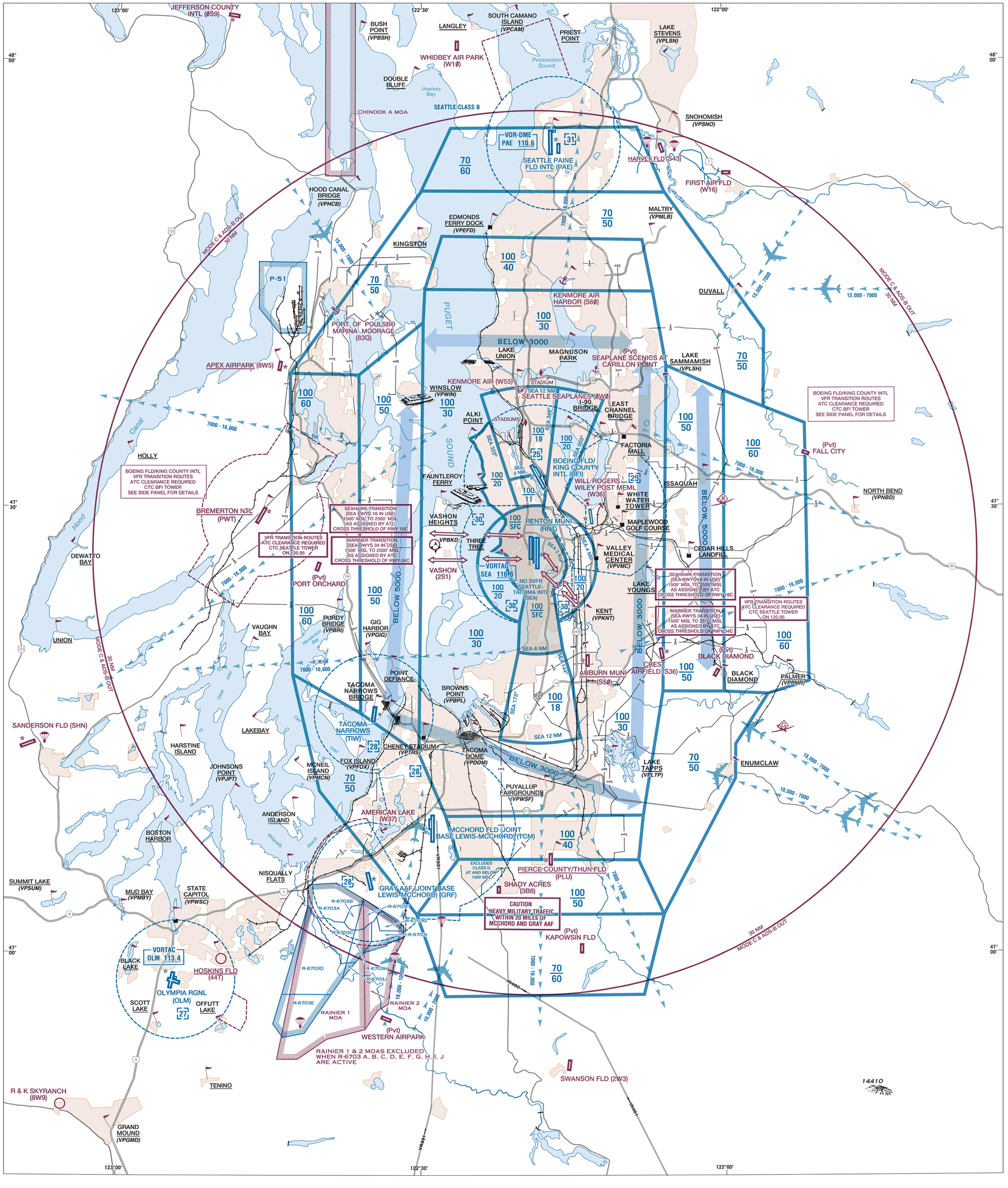
VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

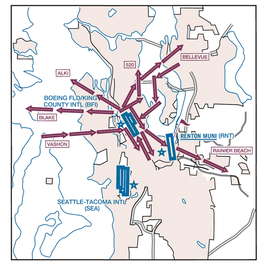
ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.




## BOEING FLD/KING COUNTY INTL VFR TRANSITION ROUTES




### NORTH ARRIVALS

BELLEVUE

Contact BFI Tower over downtown Bellevue.
From downtown Bellevue, fly to the north tip of Mercer Island then direct Seward Park to enter the right downwind.

VASHON

Contact BFI Tower over north Vashon Island.
Fly eastbound (approximate ground track 080°) toward midfield KBFI.
After crossing the shoreline, descend to AOB 1,000 feet.
Enter the left downwind over or east of the Duwamish River, maintain AOB 700' MSL.

### NORTH DEPARTURES

ALKI

Make a left crosswind departure (as directed by ATC) northwest bound to Alki Beach.
Cross Alki Beach AOB 1500' MSL.

BELLEVUE

Depart runway and, when able, turn northeast bound to overfly Mt. Baker (I-90 bridge and western shoreline of Lake Washington) at 1600' MSL.
Once north of I-90 bridge, fly toward the north side of downtown Bellevue, then on course.

BLAKE

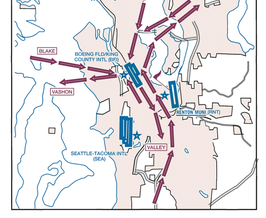
Make a left crosswind departure (as directed by ATC) westbound toward Blake Island,
remain AOB 1700' MSL until the ridgeline.
Continue toward Blake Island and cross the shoreline AOB 1900' MSL.

RAINIER BEACH TRANSITION

Make a right downwind departure to overfly Rainier Beach AOB 1500' MSL.
At Rainier Beach: If transitioning KRNT Class D, continue climb to AOB 1900' MSL direct to cross KRNT airport at midfield.
Continue present heading to SR-169 toward Cedar Hills Landfill until clear of KRNT Class D.

520

Make a right crosswind departure (as directed by ATC) east bound to fly over I-90 at the western shoreline of Lake Washington (Mount Baker Tunnel) then proceed on course. Do not overfly the VA Hospital.
Use caution for high float plane activity AOB 1500' MSL over Lake Washington.




### SOUTH DEPARTURES

BELLEVUE

Make a left downwind departure until midfield then turn right and overfly the I-90 bridge at Mercer Island.
Fly northeast bound toward the north tip of Mercer Island and exit the KBFI Class D airspace toward Bellevue.
Maintain at or below (AOB) 1500' MSL until clear of the KBFI Class D.

VASHON

Depart full-length RWY 14R and fly straight out until reaching 700' MSL.
Make a continuous right turn to the downwind to remain over or inside of the Duwamish River. Maintain AOB 700' MSL until turning westbound.
After passing the South Park Bridge and white Boeing tent hangers, make a left turn westbound toward the north tip of Vashon Island and begin a climb to remain below the KSEA Class B airspace. Pass south of Lincoln Park westbound.

VALLEY

Fly straight out until 1 NM off the departure end of the runway.
Continue southeast until over the South Center Mall then southbound until clear of the KBFI Class D.
Maintain AOB 1100' MSL until clear of the KBFI Class D.

### SOUTH ARRIVALS

520

Contact BFI Tower over the 520 Floating Bridge. Fly over Interstate (I)-90 at the western shoreline
of Lake Washington (Mount Baker Tunnel) then make a modified straight-in for RWY 14L or 14R.
Do not overfly the VA Hospital.

BELLEVUE

Contact BFI Tower north of downtown Bellevue.
Fly toward Mt. Baker (where I-90 bridge meets western shoreline).
Cross Mt. Baker at 1100' MSL, enter left base.

BLAKE

Contact BFI Tower over Blake Island.
Fly eastbound to pass over the north end of Lincoln Park. Report the water tower.
If no ATC instructions are received, make a left turn and follow the ridge line north to join the right downwind.

VALLEY

Contact BFI Tower over Kent. Fly northbound along State Route (SR)-167 until abeam Valley Medical Center/IKEA AOB 1600' MSL.
Fly over the east side of Tukwila Family Fun Center to enter the left downwind.